

Denis Law Mayor



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Community & Economic Development C. E. "Chip" Vincent, Administrator

February 21, 2017

Tri Ong, Applicant  
King County  
201 S. Jackson Street, Suite 700  
Seattle, WA 98104

**SUBJECT:**      Eastside Rail Corridor Rail Removal Phase 1  
                     LUA16-000848 / Tier 2 Temporary Use Permit Decision

Dear Mr. Ong,

It was brought to our attention that the previous mailing with all referenced attachments was not mailed in a timely manner to adequately allow for the 14-day appeal period. Therefore, the decision has been re-issued with a revised decision date and subsequent appeal date to allow sufficient time for the mail delivery prior to the start of appeal period pursuant to RMC 4-8-110.

If you have further questions regarding this project, please call me at (425) 430-7246.

Sincerely,

A handwritten signature in blue ink that reads "Mona Davis".

Mona Davis  
Senior Planner

Attachments:

- Project aerial of work limits
- Letter from Jay Covington dated 6-17-16 regarding parking alternative
- Final Master Plan page 4-15

cc:      King County Parks  
         Parties of Record

PLANNING DIVISION

## TIER 2 TEMPORARY USE PERMIT

**PROJECT NUMBER:** LUA16-000848, TP

**PROJECT NAME:** Eastside Rail Corridor Rail Removal Phase 1

**PROJECT MANAGER:** Mona Davis, Senior Planner

**APPLICANT:** TRI ONG, KING COUNTY  
201 S Jackson St Suite 700  
Seattle, WA 98104

**OWNER:** King County Parks  
500 4th Ave 830  
Seattle, WA 98104

**LOCATION:** 3501 LAKE WASHINGTON BLVD N

**DATE OF DECISION:** February 24, 2017

**DATE OF EXPIRATION :** February 24, 2022

**DESCRIPTION:** The applicant is proposing removal of the rail infrastructure to improve access, efficiency, and safety for maintenance and operations until the Eastside Rail Corridor can be officially developed into a regional trail. The interim trail bed will function as a public trail until the regional trail plan permits are reviewed and approved. The maintenance and repair project includes rails and timber ties removal, minor grading to even out the rail bed, minor timber trestle repair at SE 32nd Street, and capping the rail bed with 4-inches of ADA crushed gravel material to enhance maintenance access and user safety. All work will be done within the existing footprint of the rail bed. No trees are proposed to be removed and critical areas will not be impacted. The project will also include appropriate safety signage at crossings, placement of removable bollards and boulders at crossings, installation of chain link fencing for fall protection in the vicinity of steep slopes, and installation of low split rail fencing along sensitive areas (wetlands) to prevent encroachment into critical areas. A Grading License will be issued as part of this permit process.

While an image of a potential gateway at the intersection of the ERC and May Creek is shown on the ERC Trail Master Plan and EIS (page 4-15), the City of Renton is re-emphasizing the recommendation made in the letter dated June 17, 2016 from Jay Covington to Christie True that "the City recommends including the Sound Transit Bus Rapid Transit (BRT) Flyer stop on NE 44th Street as a parking alternative" (reference Sheet 9 of 45, Matchline Sta 72+00, top image), where "Allowable Storage/Staging Area" is indicated. The City requests the County pursue this alternative over any previous ones discussed to this point. The City understands that construction of this 'gateway' is not

DECISION DATE: 02/24/2017

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part of this project, but wants to keep this position fresh in everyone's minds for when the formal trail and associated parking is being designed (see attached documents).

In addition, the City of Renton would like to emphasize that the speed limit on local and regional trails is limited to 10 MPH per the Renton Municipal Code, Title 2, Chapter 9. The City and King County will continue to collaborate to assure that the portion of the trail going through the City of Renton abides by the applicable speed limit and adjust signage to comply with the City's regulations and posted speed limits on the public trail as necessary.

The Temporary Use Permit is hereby Approved with Conditions \* and subject to the following conditions.

**\*CONDITIONS OF APPROVAL:**

- 1) Specify the size of the crushed rock identified in Item No. 8 Crushed Surfacing Top Course and Item No. 9 Crushed Surfacing Base Course on the construction plans to be submitted with the Grading License.
- 2) Further expansion and/or work outside of the scope of this Temporary Use Permit on the Eastside Rail Corridor shall require further review and permitting by the City of Renton.

**SIGNATURE:**



Jennifer Henning, Planning Director

2/24/2017

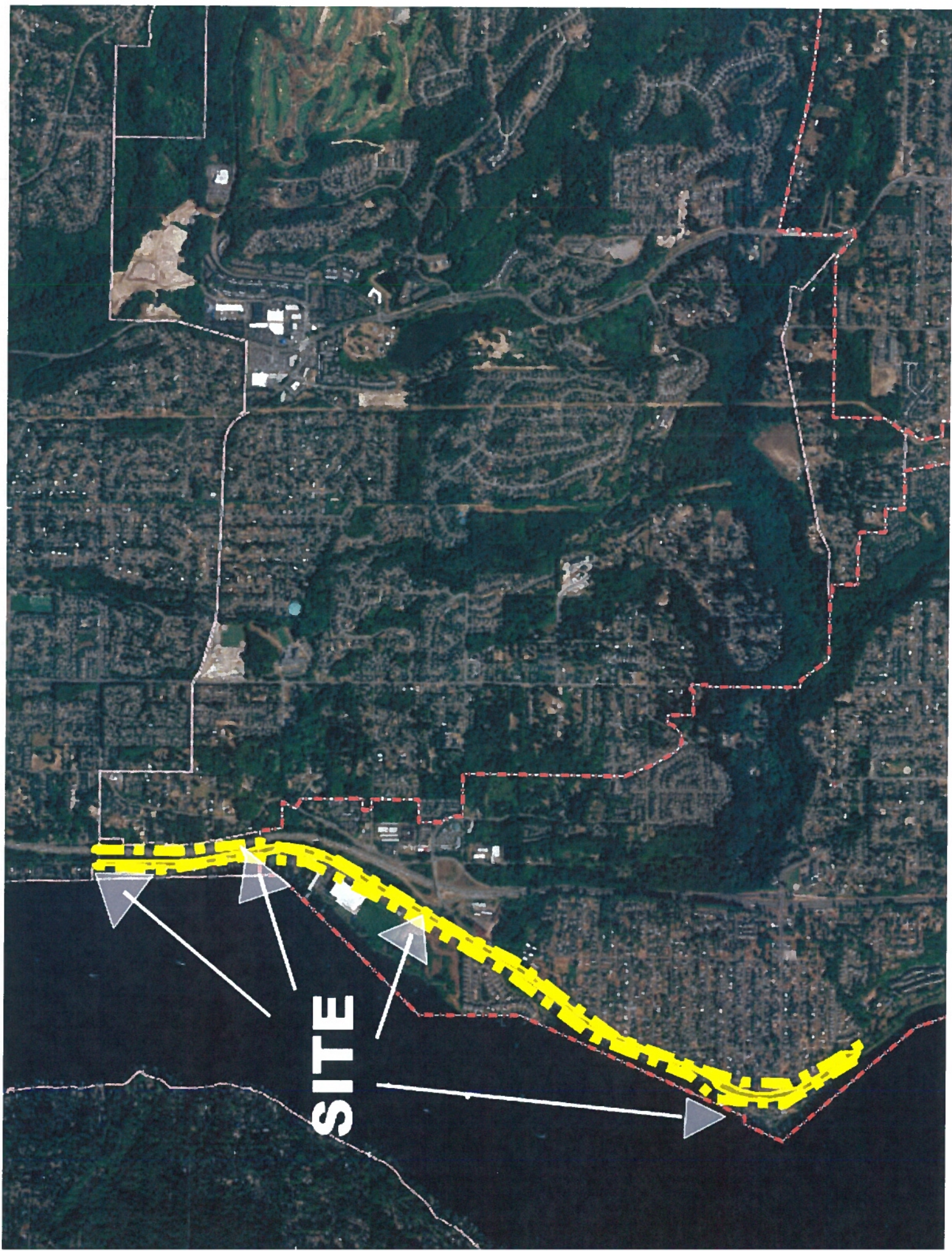
Date

**RECONSIDERATION:** Within 14 days of the decision date, any party may request that the decision be reopened by the approval body. The approval body may modify his decision if material evidence not readily discoverable prior to the original decision is found or if he finds there was misrepresentation or fact. After review of the Reconsideration request, if the approval body finds sufficient evidence to amend the original decision, there will be no further extension of the appeal period. Any person wishing to take further action must file a formal appeal within the 14-day appeal time frame.

**APPEALS:** Appeals of the permit issuance must be filed in writing on or before 5:00 p.m. on March 10, 2017. Appeals must be filed in writing together with the required fee with Hearing Examiner c/o City Clerk, City of Renton, 1055 S Grady Way, Renton, WA, 98057. Appeals to the Examiner are governed by City of Renton Municipal Code Section 4-8-110. Additional information regarding the appeal process may be obtained from the Renton City Clerk's Office, 425-430-6510.

**EXPIRATION:** A Temporary Use Permit is valid for up to one year from the effective date of the permit, unless the Community & Economic Development Administrator or designee establishes a shorter time frame or an applicant can request that a permit be valid beyond the one year expiration, for up to five years at the time of application or prior to permit expiration .

**EXTENSIONS:** Extension requests do not require additional fees and shall be requested in writing prior to permit expiration to the Department of Community & Economic Development Administrator .



**SITE**



Denis Law Mayor

June 17, 2016

Christie True, Director  
King County Department of Natural Resources and Parks  
M.S. KSC-NR-0700  
201 South Jackson Street, Suite 700  
Seattle, WA 98104

**RE: EASTSIDE RAIL CORRIDOR (ERC) REGIONAL TRAIL MASTER PLAN AND  
ENVIRONMENTAL IMPACT STATEMENT (EIS)**

Dear Ms. True:

Thank you for meeting earlier this week to discuss the Eastside Rail Corridor and particularly the potential future connections through the City of Renton. The Eastside Rail Corridor Lakefront Segment is an important connection to the existing Cedar River Trail and the future Lake to Sound Trail; the City appreciates being involved in facilitating these connections. This letter is a summary to our conversation regarding the selection of a preferred alternative, Gene Coulon Memorial Beach Park and parking.

The City supports the on-railbed alternative and understands the need for small sections to be shifted slightly eastward to allow space for buffering the trail from nearby residences, while providing space for the full trail profile. Using the existing railbed will provide significant cost efficiencies.

As discussed, Gene Coulon Memorial Beach Park is a very highly utilized city facility with over 1.5 million visitors annually. While the park was designed to serve the Renton community, it serves the area regionally by default; during peak season, park capacity is exceeded. The park offers a wide range of active and passive recreational opportunities and is limited to pedestrian use only due to public safety and user experience. Pets are not allowed. Staff has communicated throughout the ERC master planning and EIS process the importance of locating the future ERC trail (for bicycle use) outside of Coulon Park and we continue to support that approach.

I want to emphasize the City's recommendation to transition the trail for bicycles from the railbed north of the park onto Lake Washington Boulevard. Alternatively, as discussed, the City would support transitioning the trail for bicycle use from the railbed north of the park to within the existing railroad corridor, outside the existing fenced park boundary. If in the future the railroad corridor is abandoned, the trail could be realigned on the former

railbed. In all scenarios, the park has the potential to serve as the regional pedestrian connection.

We appreciate the research to identify potential parking accommodations within Renton along existing road ROW's and have since received additional information as a follow up. After further review and internal discussions, the City recommends including the Sound Transit Bus Rapid Transit (BRT) Flyer stop on N.E. 44<sup>th</sup> Street as a parking alternative. The City prefers the BRT parking option in order to minimize added congestion to Lake Washington Boulevard while still providing an excellent public amenity.

Again, thank you for the opportunity to meet and discuss planning options for the Eastside Rail Corridor. Should you have any questions, please do not hesitate to contact me.

Sincerely,



Jay Covington  
Chief Administrative Officer

cc: Denis Law, Mayor  
Kelly Beymer, Community Services Administrator  
Leslie Betlach, Parks Planning and Natural Resources Director  
Jim Seitz, Transportation Systems Director  
Doug Jacobson, Deputy PW Administrator  
Diane Carlson, Director of Regional Initiatives, King County Executive Office  
Kevin Brown, Director of King County Parks & Recreation Division  
David St. John, Government Relations, King County Dept. of Natural Resources and Parks  
Erica Jacobs, ERC Project Manager, King County Parks & Recreation Division

LAKEFRONT SEGMENT

ACCESS

There are frequent access locations for access to the ERC between Gene Coulon Park and Newcastle Beach Park. Residents of nearby neighborhoods, walkers, and bicyclists along Lake Washington Boulevard would be able to enter and leave the trail where short roads accessing the waterfront neighborhoods intersect the trail.

The ERC connects to the May Creek Trail near the Barbree Mill neighborhood. Eventually, the May Creek Trail is planned to extend east approximately 4.5 miles from Lake Washington in Renton to King County's Cougar Mountain Regional Wildlife Park, which is connected to the City of Bellevue's Coal Creek Natural Area with 4.5 miles of soft-surface trails. The Coal Creek Natural Area connects to the Lake Washington Loop Trail, which leads back to the City of Renton for an extended trail loop.

Newcastle Beach Park is adjacent to the ERC but requires navigating a challenging hill for access. There is also on-road access to the ERC near Newcastle Beach Park to connect to the Newport Hills Park-and-Ride.

Based on agency comments and input, a connection between the ERC and Coal Creek Parkway emerged as a location for additional emphasis. To the east, Coal Creek Parkway collects several nonmotorized routes from Lakemont, Newcastle and Newport residential areas. Newport High School is also located close to the connection between the ERC and Coal Creek Parkway, and the ERC could become part of a nonmotorized route to access the school. To the west and north, Coal Creek Parkway/118th Avenue SE is a direct connection to the Mountains to Sound Greenway Trail and downtown Bellevue. Connections between the ERC and Coal Creek Parkway would be desirable both on the north and south sides of the Parkway. The connection on the south side of Coal Creek Parkway is anticipated to be constructed in coordination with the Washington State Department of Transportation (WSDOT) project to widen I-405 and replace portions of the Lake Washington Loop Trail that are impacted by the widening project. King County and WSDOT are collaboratively planning trail improvements associated with the I-405 widening project.

Gateways

There are limited opportunities for large parking areas to serve the trail in this segment, especially within current public ownership. A large gateway is proposed at the intersection of the ERC trail and May Creek that would provide parking for at least 20 vehicles, and could also be a location for restrooms and other associated trail amenities (Figure 4-12). This gateway would have the benefit of serving both the ERC and the May Creek Trail. Future design will address regulatory setbacks from May Creek, stormwater treatment to protect water quality, and safe entry and exit for vehicles.

Smaller parking areas with capacity for between five and ten vehicles may be identified during the design phase. The County recognizes the value of providing smaller gateways for the trail; however, constraints to the right-of-way make it difficult to identify specific locations prior to the design phase. The County anticipates identifying one or more smaller locations for parking between milepost 5 and the proposed May Creek gateway during the design phase. These parking locations would be subject to additional environmental review as part of the design phase review for the associated trail sections.

North of May Creek there are also limited opportunities for smaller parking areas. The County anticipates continuing coordination with the City of Bellevue Parks to investigate opportunities for an improved connection between the ERC and Newcastle Beach Park. There may also be opportunities for parking areas located within the I-405 right-of-way, and the County is continuing discussions with WSDOT to coordinate ERC trail needs with the upcoming project to widen I-405.



FIGURE 4-12. MAY CREEK GATEWAY

- Parking and Amenities
- ERC Trail
- May Creek Trail Connection
- May Creek Trail

